

THE RIO NEWS.

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RIO DE JANEIRO, OCTOBER 5th, 1886

NUMBER 28

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
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HENRY CADOGAN,
Secretary of Legation.
AMERICAN CONSULATE GENERAL.—No. 42 Riacho
Ondulante.
H. CLAY ARMSTRONG,
Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

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on the first Sunday in each month at eleven, and on the
Great Festivals at noon, in the morning. Holy Baptism
every Sunday after the morning service.
N.B.—All notices should be sent to the Clerk.
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ALBERT ALLEN, Clerk. No. 6, Rua Hamard.
PRESBYTERIAN CHURCH.—No. 14, Travessa da Barreira,
Services in Portuguese on 11 o'clock, a.m. and 7 o'clock,
p.m., Sundays, and at 7 o'clock p.m., on Wednesdays.
METHODIST EPISCOPAL CHURCH.—Lagoa do Catete.
English Service: Sunday School at 10 a.m.; preaching at
10:30 a.m. on Sundays, and at 7:30 p.m. on Fridays.
H. C. FICKER, Pastor.
Portuguese Service: Sunday School at 10 a.m.; preaching
7:30 p.m. Sundays; prayer-meeting, 7:30 p.m. Wednesdays.
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Residence: Rua, Senha Chica, 61.
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de S. Joaquin, Services in Portuguese on 10 o'clock,
a.m., and 6 o'clock, p.m., every Sunday; and at 7 o'clock,
p.m., every evening. Sunday-school at 4:30 p.m.
BAPTIST CHURCH.—Rua do Comendador, No. 141,
Services in Portuguese every Sunday at 10 o'clock, a.m.,
and 7:30 o'clock, p.m., and every Wednesday at 7:30
o'clock p.m. Sunday School at 10 o'clock, a.m. English
services on the 1st [7 p.m.] and 3rd [11 a.m.] Sunday of
each month.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PRINCE DE BERNARDES.—Train leaves Rio
at 6:20 a.m. and is divided at Bello Horizonte, and S. Paulo
branch. Leaves Rio at 6:20 a.m. and 10:30 a.m. later arrives at
Barras at 9:50 a.m. and 1:30 p.m. later arrives at
Paulista and change, in 10:50. From Barra Rio train leaves
at 9:50 a.m. arriving at Barra Nova at 11:30 a.m. Cachaeria
Departure, train leaves Barra Nova at 7:15 a.m. Cachaeria
[S. Paulo branch] 1:30 p.m. Barra Nova at 1:15. Barra Nova
3:30 p.m. Barra at 5:30 and 11:15 p.m. and Rio at 8 p.m.
Limited Express, leaves Rio at 7 a.m., arrives at Barra
at 10:45. Entre Rio at 10:45 and Barra Nova (terminus)
at 6:58 p.m. S. Paulo branch leaves Barra at 11:30 a.m. and
Cachaeria at 6:58 p.m. From Barra Nova train leaves at
11:30 p.m. and arrives at Barra Nova at 1:15. Cachaeria 6:45
and Barra Nova 6:45, arriving at Barra at 11:30 and 11:57 p.m.
reach Barra at 5:10 p.m.
Mixed Train, leave Rio at 8:45 and 10:30 a.m. and 1:45 and
5 p.m. first goes to Barra Nova arriving at 8:30 p.m. second
and third to Barra arriving at 9:30 a.m. and 1:30 p.m. and
third to Barra arriving at 7:30. Downward, it leaves Barra
Rio at 4:30 a.m. arriving at Barra Nova at 1:15. Barra Nova
leave Barra at 4 and 12:30 a.m. arriving in Barra at 9:15 a.m. and
11:15 p.m. and leave Barra at 5:10 a.m. arriving in Barra at 7:30.
Night service: Train leaves Barra at 10 p.m. every Friday,
arriving at Barra at 12:30 and Barra Nova at 1:15. Down-
ward, train leaves Barra Nova at 10:50 p.m. every Monday,
arriving at Barra at 1:15 and Barra Nova at 1:30 p.m.
S. PAULO AND RIO.—Train leaves Barra Nova at 12:30
arriving at S. Paulo at 6:30 p.m. Downward, train leaves
Barra at 6:45 a.m. and arrives at Barra Nova at 1:15 p.m.
when passengers change to the D. Pedro II line.
CANTAGALLO R.—Leaves Niterói (San't Anna)
6:30 a.m., arriving at Barra Nova at 10:30. Cachaeria 11:30
per trainway from Cantagalo 12:45 and Barra Nova 1:15 p.m.
Return train leaves Barra Nova 1:30, Cachaeria 1:45, and Barra
Nova 1:50 p.m., arriving at Niterói 5:30 p.m.
A ferry boat runs between Barra and Barra Nova, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Velho, Laranjeiras, at 6, 8, 10, and 12 a.m. and 4, 6, 8, 10, and
12 p.m. on Sundays and holidays, and at 8 and 12 a.m. and
4, 6, 8, 10, and 12 p.m. on week-days.
PETROPOLIS STEAMERS AND R.R.—Steamers leave
Travessa Nova at 4:30 p.m. week days and 7:30 a.m. on
Sundays and holidays. Return train leaves Petropolis at 7:30 a.m.
week days, and 4 p.m. on Sundays and holidays. Mixed
train: upward 12 p.m., downward (from Petropolis) 12:15
p.m., week days only.

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pício, No. 1, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passio, No. 48.
BIBLIOTHECA FLUMINENSE.—No. 64, Rua do On-
rida.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12
Rua dos Beneficentes.
Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician.
Residence: Rua do Haddock Lobo, No. 70. Office: Rua do
Rosario, No. 131, from 10 a.m. to 3 p.m.
Dr. Alexandre Calaza—Surgeon and Physician—
Office, Rua Pinheiro de Margo No. 21. From 10 a.m. to 3 p.m.
Residence, Rua de S. Francisco Xavier No. 47.
Dr. W. J. Fairbairn; M. D. Edm. Surgeon and
Physician. Office: Rua de S. Pedro, No. 21; from 11 to
1 p.m. and 4 to 4:30 p.m. Residence: N. 130 Rua de S.
Clemente, Rio de Janeiro, Med. Director of Epilepsy Hospital, Ca-
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THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 25th
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, OCTOBER 5th, 1886.

THE legislative record since our last issue has been one of considerable importance so far as the Senate is concerned, because of the debates on financial questions in that house. Senator José Bonifácio has devoted considerable attention to the Bank of Brazil, whose administration has not been as efficient as could be desired. The favors extended to this institution by the government have long been subjects of private criticism, and it is therefore matter for congratulation to all the parties concerned that the question has been raised in parliament. There is clearly too much favor and politics in its administration, and too little real business capacity. The Waring question seems to have run its course, the government carrying the appropriation through, though opposed by many of the prominent liberals in the Senate. One of the curious incidents connected with this question was the vote of Senator Affonso Celso, who, after admitting that the Warrings had a just claim for an even greater amount than the sum allowed, and whose brother is the claimants' administrative lawyer, was compelled to vote against the present appropriation for political reasons. The "Forges et Chantiers" indemnity question has also received some attention, but the consensus of opinion is that no contract was ever made with this company for an ironclad, in spite of the fact that the document is on record in the department of marine. On the 25th, the ministry received another check, the Senate refusing to pass an amendment offered by the premier for the suppression of the two emancipation amendments adopted a few days previously. The department of agriculture budget was passed on the 25th, and the 300,000\$ appropriation for sanitary improvement surveys on the day following. On the 26th Senator Affonso Celso made a noteworthy speech on the finances, in which he reminded the government that the country is rapidly approaching bankruptcy. He advocated a system of national banks, but did not clearly indicate just what he understands by the term. On the 28th Senator Correia made a severe attack on that pernicious and dangerous administrative abuse—the practice of permitting contractors to exceed their appropriations and to continue the execution of public works after the appropriations have been exhausted. Had he also condemned the practice of misapplying appropriations, he would have brought another

abuse to light which is the cause of great mischief. A certain sum of money is voted for certain works, but before the works are completed and the appropriation exhausted, a part of the money is used for something else and the treasury fails to pay the contractor all that is due him. A continuation of the work is promptly authorized in the department, and a promise made to secure another appropriation at the next legislative session. In the case brought up by Senator Correia, the government owes the contractors on the Recife and S. Francisco extension a total sum of 3,764,000\$. On the same date the minister of finance declared himself opposed to export duties in principle, but refused to suppress those on sugar for which the people of Pernambuco had petitioned. In the Chamber nothing of importance has transpired, except the adoption of the Senate amendment to the abattoir loan bill, which merely authorizes the municipality to borrow 125,000\$, instead of appropriating that sum from the imperial treasury. On the 2nd instant a fourth prorogation was decreed—from the 5th to the 12th instant.

Now that the General Assembly is near its adjournment for the current year, it may not be out of place to ask what it has done to meet the really serious questions before the country. There is an almost unbroken concurrence of testimony as to the critical state of the treasury, of commerce and of industry; and there is never a voice raised against the constantly repeated statement that measures must be at once taken to avert impending ruin. And yet, what is done? The incubus of slavery is still upon the land, and nothing has been done to accelerate its abolition; in fact, the prime minister gives notice that, so far as he is concerned, the last step has been taken. And through the pernicious influence of this institution and the illiberal laws and customs of a slave-nourished society, immigration is repelled and free industry smothered. With enormous tracts of fertile land yet unsettled, with undeveloped resources of mine, forest and fishery, with a beneficent climate, and with hundreds of thousands of idle consumers who ought to form an industrious laboring population—with all these, the country continues to flounder along in an mending slough of commercial, industrial and financial depression. And all this for the simple reason that the governing classes have not the courage and wisdom to grapple with the real sources of all these troubles. Slavery is the direct cause of many of the difficulties which beset the country, and the indirect cause of many others; but, to save a few paltry milreis for the favored few, all these adverse conditions must be retained for years to come, and the natural progress of the country restricted. Then there are the questions of import and export taxes, both of which are causing grave prejudices to industry and trade! Ministers, legislators and commissions have all agreed that radical changes are necessary in the taxes and practices of the custom house. The duties on imports weigh too heavily on necessities and are so unequal and capriciously imposed as to create serious incumbrances to commerce. And as for the duties on exports, we have the anomaly of hearing a minister of finance condemning them in unqualified terms, and then refusing to consider either suspensions or reductions simply because the treasury needs the money! It matters not that the industry of sugar-growing is suffering from over-production and low prices; it must pay its national and provincial export taxes to enable the government to maintain an army of useless officials, to buy unnecessary ironclads, to build unproductive railways, and

to spend countless sums on such questionable jobs as the lazaretto, the abattoir, and the sanitary improvement of the capital. Like slavery, the export tax is an incubus on the progress of the country; and, like slavery again, it has a visible, calculable value—for which reason it is continued. Then there are the questions of public lands, of transfers, registry, labor, land taxation, and of civil and political rights—all of prime importance in the acquisition of immigrants. What has been done to solve these questions in a manner worthy of the position which this great empire should occupy? Absolutely nothing! We know what oceans of rhetoric and rivers of promises have been poured out upon a long-suffering world about emigration to Brazil, and we know equally well how little has been done to realize either statement or promise. For more than sixty years the propaganda of boundless fertility and endless summer has gone on, and during all this time immigrants have been starving, struggling, begging, and breaking down as nowhere else on the face of the earth. And with this long, shameful record of deception and suffering before them, Brazilian legislators still find nothing of urgency in the demand for reform legislation! The questions of banks and currency are also of prime importance, and have not lacked advocates who realize the tremendous benefits which might spring from a proper change in the systems now pursued. We will not say that their appeals have fallen upon unwilling ears, but they certainly have been addressed to men with palsied hands. If to these be added those no less urgent and important questions of municipal and provincial government, police courts and criminal law procedure, suffrage, primary education, decentralization and a score of others of similar character, we have a congestion of urgent reform measures which few legislative bodies have ever been called upon to settle at one time. But instead of taking up the work with courage and energy, both houses flitter away their time in personal and political discussion and accomplish nothing.

Within the last week or so, a sharp controversy has arisen in the columns of the daily press over the action of the new gas company in requiring security from theatrical managers for their gas bills. Our Brazilian colleagues seem to think that this is a gross imposition on the part of the company, for which it has no authority under either law or contract. We can not see that there is any occasion whatever for all the discussion which has arisen, nor can we see wherein the company has exceeded its rights. It must be remembered that a company has rights just as well as persons, and that one of these rights is that of doing business in a business-like way. This company has invested its money in an expensive gas-making plant, and undertakes to supply the city with gas. It is not expected to do this gratuitously, nor can it justly be expected to take extraordinary risks in the service. If we mistake not, under the terms of the new contract the company has no claims whatever upon house-owners, but only upon the house-occupiers to whom the gas is furnished. This necessarily involves a very sharp fiscalization on its part, as it would not take a very large percentage of losses in this way to absorb the profits. It should also be remembered that the new company is working on a much narrower margin than did its predecessor, and that it is the duty, as it should be the policy, of all to strengthen its hands and help it to carry out its obligations. We do not know what has been the experience of the old company in its dealings with the theatres, but as these parties

are large consumers and as there is unusual risk in their ventures, we do not see that the new company is doing anything wrong in requiring satisfactory security. If a deposit be considered objectionable, then let some responsible persons, whose feelings are so injured by this new requirement, sign their names as guaranty for the bills incurred. Perhaps it might give them a little practical insight into business matters which would be of great value to them.

THE present position of the sugar-growing industry in this country is one which merits far more serious attention than it appears to be receiving. It is one of the oldest industries in Brazil and has at times been the source of great wealth and commercial activity. Like all other industries, it has had its periods of prosperity and depression, while in some provinces, as in São Paulo, it has been completely supplanted by other and more profitable products. During all these long years, however, and through all its many vicissitudes, the industry has maintained its prominence in many parts of the country, notably in those tributary to the port of Pernambuco. Within the last few years a new policy has been inaugurated with reference to this industry which was designed to encourage its extension and improvement, but which, in our opinion, was a serious economic error. We refer to the grant of interest guarantees on central factories. The general purpose was unquestionably good in itself, for it was expected that the new factories thus founded would lead to an increase of cane-growing. And not only was it designed to increase the product, but through the employment of improved machinery a far better grade of sugar would be produced. This new policy was inaugurated, however, just at a time when the production of sugar throughout the world had greatly outstripped its consumption, and this almost permanent over-production—for a sugar-grower who has a costly plant to maintain can not suspend production at pleasure—naturally led to a great depression in prices. The government was therefore offering pecuniary encouragement for the extension of an unprofitable industry, which involved the acquisition of costly machinery and the construction of expensive buildings. It was certainly a very ill-timed encouragement, to say the least. Then, too, the government led the industry into another position scarcely less anomalous than the first. It is well known that the best customer for Brazilian sugar is the United States—a country whose tariffs discriminate against refined sugars in order to protect its refineries. The crude product of Brazil has always found a ready market there, and has paid the minimum of duty. The establishment of these new central factories here therefore tends not only to increase the production of a class of sugars which can not be placed upon the American market because of the high duties, but it discriminates against the old plantation mills and thus decreases the production of the only grade which finds a ready sale there. We do not question the advantage and desirability of producing refined sugars instead of the crude article, but where an important and indispensable customer expresses a wish to share in the profits of manufacture and has the power to enforce its wish, then it is good policy to produce just what that customer wants. It must be remembered that in most cases it is the consumer, and not the producer, who determines the price and quality of products. The natural result of this state of affairs in the sugar-producing industries of the world has caused serious losses to planters everywhere, and those of Brazil

have not escaped. A few days since an urgent petition was received from three commercial and industrial associations in Pernambuco, praying for the suspension of the export duties on sugar, as the planters can not keep out at the low prices now ruling. On the 28th ult. the question was brought up in the Senate, where the minister of finance, while admitting the bad policy of imposing export duties, stated that the government can neither suspend nor reduce these taxes because it can not spare the revenue. The reason is not at all conclusive. If the industry is crushed, as is threatened, then the treasury will certainly lose part or all of this revenue. At any rate, it is pledged to a guarantee of a certain profit on a large number of central factories, and if its export duties operate against the profitability of the industry then they directly augment the interest charges on the treasury. If, on the other hand, the government can increase the profits of the industry by suspending these export taxes, then the result will be to reduce, or eliminate, the interest guarantee charges on the treasury and at the same time preserve an important industry from ruin. The course which should be pursued is as clear as day—the immediate suspension of the tax. If the revenue involved can not be spared, then let a corresponding amount of expenditure be suspended also. The country can much better stand the suspended extensions of the Dom Pedro II, and the two S. Francisco railways, than it can the ruin of so valuable an industry as that of sugar-growing.

(Continued from No. 26)

DEPARTMENT OF AGRICULTURE.

Government railways.

"Itaipu," in the province of Ceará, 109,482 metres in traffic, cost 6,519,244\$814. Receipts 273,588\$, expenses 250,403\$ and balance 23,185\$.

"Cannoin in Sobral," in the same province, 128,020 metres in traffic, cost 2,464,904\$205. Receipts 504,318\$, expenses 143,878\$ and deficit 35,447\$.

"Recife to S. Francisco" extension, in the province of Pernambuco, 103 kilometres in traffic and 38 constructing, cost 7,266,837\$334. Receipts 163,166\$, expenses 115,944\$ and deficit 152,778\$.

"Recife to Caruaru," same province, 38 kilometres in traffic and 73 kilometres constructing, cost 5,919,973\$174. The receipts and expenses are included in those of the preceding line.

"Paulista Affonso," in the province of Alagoas, 115,853 metres in traffic, cost 6,000,000\$. Receipts 51,815\$, expenses 182,977\$ and deficit 131,162\$.

"Bahia and S. Francisco" extension, to Juazeiro in the S. Francisco river, 119,508 metres in traffic and 160,528 metres constructing, cost 10,052,402\$403. Receipts 125,989\$, expenses 253,136\$ and deficit 127,147\$.

"Dom Pedro II." The principal line of the Empire; 724,008 metres in traffic, 149,811 constructing and cost 107,202,602\$929. Receipts 12,266,686\$, expenses 6,342,991\$ and balance 5,917,695\$.

"Rio do Ouro," in the neutral municipality, was built to serve the water supply works of the capital. It has 54,541 metres in traffic and cost 887,364\$911. There are constructing 12 kilometres. Receipts 131,182\$, expenses 132,518\$ and deficit 1,336\$.

"Taquary to Caceres," in the province of Rio Grande do Sul, 261,847 metres in traffic, 118,878 metres constructing and cost 18,000,000\$. Receipts 287,742\$, expenses 392,249\$ and deficit 104,507\$.

A foot note states that all these figures of cost are approximate and subject to revision. The D. Pedro II trunk line and branches, with the exception of the extension from Lafayette to Sabará and the Ouro Preto branch, have a gauge of 1.60 metres; and all the other lines are of 1 metre gauge.

"Cantagallo," in the province of Rio de Janeiro and the property of the province. The railway does not give the extension, but Sr. Pessoa's work gives 209,423 metres in traffic and 20 kilometres constructing. Cost 11,553,958\$815, receipts 1,600,072\$, expenses 1,395,963\$ and balance 294,109\$.

Summary of government lines.

In traffic.	Constructing.	Total kilometres.	Cost
1,927	642	2,569	176,918,371\$

Guaranteed railways.

"Natal and Nova Cruz," in the province of Rio Grande do Norte, 121 kilometres in traffic, guaranteed capital 5,496,052\$544, total capital 7,111,111\$, guarantee 7 per cent. Receipts 68,492\$, expenses 227,668\$ and deficit 159,176\$.

"Conde d'Eu," in the province of Paralyba, 121,539 metres in traffic, guarantee 7 per cent. on 6,000,000\$. Receipts 106,303\$, expenses 259,543\$ and deficit 153,240\$.

"Recife and S. Francisco," in Pernambuco, 124,739 metres in traffic. Guarantee 7 per cent. on 2,100,000 and 6 per cent. on 2,435,000; total capital in currency 17,175,681\$704. Receipts 977,116\$, expenses 712,523\$ and balance 264,593\$.

"Great Western of Brazil" (Recife and Linoio), in the same province, length, including Nazareth branch, 26,300 metres in traffic and 40 kilometres constructing. Guarantee 7 per cent. on 5,000,000 total capital 7,537,500\$. Receipts 359,850\$, expenses 376,117\$ and deficit 16,267\$.

"Alagoas Central" (Maceio a Imperatriz), 88 kilometres in traffic. Guarantee 7 per cent. on 4,553,000\$. Receipts 124,544\$, expenses 139,270\$ and deficit 14,726\$.

"Bahia and S. Francisco" and Timbó branch, 123,340 metres in traffic and 82,600 metres constructing. Guarantee 7 per cent. on 16,000,000 and 6 per cent. on 2,050,000\$. Receipts 481,210\$, expenses 482,083\$ and deficit 873\$.

"Bahia Central," 290,577 metres in traffic and about 11 kilometres constructing. Guarantee 7 per cent. on 13,000,000\$. Receipts were 444,183\$, expenses 431,569\$ and balance 12,619\$.

"Cachoeira to Alegre," in the province of Espirito Santo, 70,510 metres in construction. Capital, on which 7 per cent. is guaranteed by the province, 1,250,000\$.

"Campos and Carangola," in the province of Rio de Janeiro, 328,881 metres, of which 188 kilometres are in traffic. Guarantee 7 per cent. on 6,000,000\$. Receipts 679,788\$, expenses 385,164\$ and balance 294,624\$.

"Santa Isabel do Rio Preto," in the same province, has a provincial guarantee of 7 per cent. on 3,800,000\$ capital. In traffic 74,260 metres. Receipts 131,125\$, expenses 126,575\$ and balance 4,550\$.

"Recende to Arealas," in the same province, 28,340 metres in traffic, provincial guarantee 7 per cent. on 1,200,000\$, total capital 2,200,000\$. Receipts 48,125\$, expenses 63,318\$ and deficit 15,193\$.

"São Paulo and Rio de Janeiro," 231 kilometres, guarantee 7 per cent. on 10,665,000\$. Receipts 1,234,626\$, expenses 989,786\$ and balance 244,840\$.

"São Paulo" (Santos to Jundiá), 139,450 metres, guarantee 7 per cent. on 23,555,850\$. Receipts 6,174,742\$, expenses 2,782,781\$ and balance 3,391,961\$.

"Itauna," in the province of S. Paulo, 237 kilometres, provincial guarantee 7 per cent. on 2,052,695\$906, total capital 5,402,695\$906. Receipts for the first half of the year were 354,795\$, expenses 225,394\$ and balance 129,401\$.

"Miragema," in the same province, 348 kilometres in traffic. Total capital 20,350,000\$, of which 7,000,000\$ has 6 per cent. guaranteed by the general, and 7 per cent. on 5,100,000\$ is guaranteed by the provincial government. Receipts for the first half of the year were 800,980\$, expenses 405,714\$ and balance 395,266\$.

"Argentina," in the same province, 52 kilometres, provincial guarantee 7 per cent. on 2,320,000\$. The receipts and expenses are not given.

"Souciabana," 186 kilometres in traffic, provincial guarantee 7 per cent. on 5,500,000\$, total capital 8,000,000\$. Receipts for six months 326,962\$, expenses 207,704\$, balance 119,258\$.

"Paraná," 111 kilometres, guarantee 7 per cent. on 11,492,042\$707. Receipts 338,551\$, expenses 356,302\$ and deficit 17,751\$.

"D. Theresia Christina," in the province of Sta. Catharina, 116,620 metres, guarantee 7 per cent. on 5,609,258\$020. Receipts 43,442\$, expenses 196,678\$ and deficit 153,236\$.

"Southern Brazilian" [Rio Grande a Bagé], in the province of Rio Grande do Sul, 280½ kilom., guarantee 7 per cent. on 13,521,453\$222. Receipts 509,431\$ and expenses 560,178\$; balance 59,253\$.

"The Caceres and Uruguaiana section, the minister refers to the decree dated 27th March, 1886, declaring lapsed the concession, and further prints a table of estimates, from which it appears that the Southern Brazilian company reduced their first estimates from 22,892,668\$ to 13,693,466\$.

"Brazil Great Southern" (Quaralim a Itanai), 183½ kilometres, which were not in traffic. Guarantee 6 per cent. on 6,000,000\$.

"Minas and Rio," 170 kilometres, guarantee 7 per cent. on 15,495,253\$. Receipts 445,445\$, expenses 379,913\$ and balance 75,532\$.

"Leopoldina," in the province of Minas Geraes, 90 kilometres in traffic of a proposed extension of 172 kilometres. Guarantee 7 per cent. on 15,100,612\$505 by the province and also a kilometre subsidy of 9,000\$ on 288,510 metres. Receipts 2,402,922\$, expenses 1,264,791\$ and balance 1,138,131\$.

Private Companies.

"Recife to Caxangá," in Pernambuco, 25,716 metres, capital not given. Receipts 256,646\$, expenses 179,234\$ and balance 77,412\$.

"Recife and Beberibe," 12,532 metres, capital not given. Receipts 176,045\$, expenses 118,493\$ and balance 57,552\$.

"Macahé and Campos," in the province of Rio de Janeiro, 96½ kilometres, capital 13,008,718\$248. Receipts 1,601,393\$, expenses 894,266\$ and balance 707,127\$.

"Barão de Araruaia," in the same province, 40½ kilometres, capital 800,000\$. Receipts 146,289\$, expenses 75,874\$ and balance 70,415\$.

"Príncipe do Grão Pará," 25 kilometres, of which 600 the ascent to Petropolis are on the Rigenbach system, in traffic, and the line towards S. José do Rio Preto is being rapidly pushed forward. Capital 3,100,000\$; receipts 633,016\$, expenses 399,755\$ and balance 233,261\$.

"Campos to S. Sebastião," in the same province, is private property virtually. Receipts were 74,072\$, expenses 99,453\$ and balance 4,619\$.

"S. Fidelis" is to be 76 kilometres long, but the works are only just commenced.

"Rio das Flores," in the same province, 35,649 metres, capital 700,000\$, receipts 87,548\$, expenses 67,600\$ and balance 19,948\$.

"União Valenciana," in the same province, 63,350 metres in traffic, capital 1,735,250\$969. Receipts 217,044\$, expenses 161,184\$ and balance 55,860\$.

"Sant'Anna," in the same province, took over the plant, etc., of the Pirahyene company, 41,763 metres, capital 600,000\$. Receipts 58,690\$, expenses 53,864\$ and balance 4,826\$.

"Pleiale to Theresopolis," in the same province, will be 45,800 metres long; work is only just commenced.

"Corcovado," city of Rio de Janeiro, Rigenbach system, about 4 kilometres in length, capital 659,3723. Receipts 59,413\$, expenses 24,962\$ and balance 34,451\$.

"Norte," in the same province, from the capital to Magé, constructing 48,800 metres and surveyed 25,000. Capital 2,000,000\$. This line proposes to carry a branch to Tijuca.

"Paulista," in the province of S. Paulo, 242½ kilometres, capital 20,000,000\$. Receipts and expenses are given for the first half of the year, the balance amounting to 797,150\$.

"Rio Claro," in the same province, 173,978 metres in traffic and 87,518 constructing, capital 5,000,000\$. Receipts 429,530\$, expenses 207,915\$ and balance 221,615\$.

The total railway system of the empire is:

	kilometres.
In traffic.....	7,068
Constructing.....	2,268
Projected.....	5,061
	14,391

the gauge of which is stated to be:

	kilometres.
1.60 metres.....	1,355
1.40 do.....	12
1.10 do.....	504
1.00 do.....	12,096
0.95 do.....	191
0.76 do.....	227
0.60 do.....	6
	14,391

LEGISLATIVE NOTES.

September 22.—In the Senate Sr. José Bonifácio made a violent attack on the Bank of Brazil, leading certified copies of letters by one of its officers to a correspondent in Santos, which are eliciting. The law for retiring judges upon their attaining a certain age was passed. The premier proposed an amendment to the agriculture budget suppressing the amendments of Senator José Bonifácio relative to the emancipation law. In the Chamber the minister of agriculture defended and Deputy Candido de Oliveira attacked the law relating to public lands.

September 23.—No session in either Senate, or Chamber.

September 24.—In the Senate Sr. Saraiva denied that any contract had been made with the *Forger et Chantier* company for building an iron-clad, and said that his idea of fixing the rate of exchange at 240 would necessarily have done away with the profits of the intermediaries and was equivalent to the rejection of the proposal. A severe attack on *adulterated administration* (concession law) was made. He further stated that the Emperor had been satisfied with his emancipation law which, with Sr. Paulo's depreciation of values table, would have abolished slavery in 7 or 8 years; but that the *regulamentação* produced effects which had not been contemplated when His Majesty signed the law. Senator José Bonifácio pointed out the antagonism between the views of the ministers of finance and of empire, criticised the proposed credit for works at the abattoir and thought, as matters stand, it would be better to make the municipal chamber a section of the department of empire. The minister of empire said he had already replied in the Chamber to all the criticisms of the preceding speaker and he thought enough time had already been spent in discussing the proposed abattoir credit. The credit was amended in the Senate finally passed. On the proposed credit of 300,000\$ for sanitary reforms Sr. Octaviano thought it preferable to adopt the plans said to have been submitted by a private individual to government for executing these reforms. The minister of empire replied that among certain conditions contained in the plans referred to, one was that could only be granted by the legislature and the projector had therefore been referred to that branch of the government. Senator Cruz Machado said that navigation to Oceania, Africa and Asia touched at Rio de Janeiro and that therefore the improvement of its sanitary condition was necessary. His idea is that when the railway concessions expire, one immense company will take over the whole net-work in the city and the government receive one large amount from this for sanitary purposes, and be proposed the adjournment of the discussion. The premier read the Senate a sharp lesson, referring to hostile votes and verbiage, and if his amendment to those of Sr. José Bonifácio fails, he had no choice but to demand a joint session. Senator Viriato de Medeiros again attacked the telegraph department and favoured the employment of military engineers in certain civil works. Senator Correia defended the conservatives voting with the opposition on Sr. José Bonifácio's motion, against reproaches of the premier. In the Chamber Deputy Affonso Penna referred to the possible invasion of the zone of the D. Pedro II railway (and the consequent reduction in its revenue) by private enterprises. Deputy Affonso Celso compared the promises of the government with what they had succeeded in fulfilling and presented 9 (!) motions for information on diverse subjects. Deputes Americo de Souza and Caudilio de Oliveira spoke on the bill for the punishment of arson, and the latter and Deputy Rodrigo Alves on the public lands bill.

September 25.—In the Senate, Sr. Taunay after referring to the beauties and capacities of the port of Sta. Catharina asked for information as to plans and estimates for the removal of a sand-hank at its entrance. Senator Viriato de Medeiros asked for tables showing the unities of cost of works executed by various public departments. The premier made a few remarks on Sr. José Bonifácio's motion relative to the reformed by-laws of the Bank of Brazil, after which the motion passed. Senator José Bonifácio again violently attacked the late domestic loan, declaring it was not subscribed, but divided, and was merely the precedent necessary for the conversion of the 6 per cent. stock. He said no legislator had imagined that in voting conversion, takers of the loan would receive at 91, what holders of 6 per cent. stock would receive at 95 per cent., nor that artificial means to advance the value of 5 per cent. stock would be used to secure conversion. He finally moved for further information regarding the matter. Senator Dantas was severe on the credit for sanitary reforms, declaring it excessive for preliminary expenses; what is needed is an abundance of water and an improved sewage system. Moreover, sanitary reforms pertain to the privileges of the municipality. The minister of empire replied, but his defense was rather weak; a part of the credit being apparently destined to meet an appropriation suppressed in the budget of the department of empire, as was charged by Sr. Dantas. The agriculture budget was voted, the motion of the premier suppressing Sr. José Bonifácio's motion being lost. In the Chamber there was no session.

September 26.—In the Senate the credit of 300,000\$ for sanitary reforms in this city finally passed, as also the bill fixing the general expenditure of the empire for 1886-87. Senator José Bonifácio's motion for striking out the Natividade identity was lost. Senator Affonso Celso said that in 64 fiscal years since the independence of the empire, but two had been closed with balances. He referred to the rapid succession of recent loans and said if we were not yet arrived at bankruptcy, we had covered a good part of the distance separating us from it. In criticizing a remark of the minister, that the country did not wish economies, he said that if successive ministers insisted upon these the Chamber would be obliged to yield on this point. He opposed the 5 per cent. surtax, giving reasons therefore. The minister, he said, had furnished him a table to show that by proposed changes in the tariffs, in the stamp laws, and by an excise on spirits, the revenue could be increased 4,700,000\$ per annum, and if the proposed duty on salt be added, the revenue would be increased by 5,200,000\$. The surtax being levied for the benefit of the few at the cost of the many, would stimulate the abolition movement to increased activity. While he did not consider the scheme for withdrawing currency would be efficacious, he would vote for it, as he had proposed a somewhat similar measure, without success, in 1876, when he proposed conversion of the funded debt and the employment of the saving of interest in withdrawing currency. The true cause of the depreciation was not the superabundance of currency, but the constant deficits and the fear of issues to meet urgent necessities. His estimate is that the balance of payments against the country to the extent of 45,000,000\$ per annum, and this must be met by readjustments of exchange, which, becoming mercantile, is subjected to the laws of supply and demand. He referred to national banks in all parts of the world, except the United States, and favoured the establishment of an institution of a similar character. He concluded by declaring that the government savings banks required reformation. The minister if finance in reply did not support the surtax. The reform of the savings banks would be brought on next session and the preceding speaker's remarks on the currency answered later on. Senator Ignacio Martins thought Sr. Affonso Celso had assisted the minister to sustain as such his opinion when deputy as to the surtax, he opposed and moved to strike out the proposed salt duty. In the Chamber the law for the punishment of damages and arson was passed as amended in the Senate. Deputy Candido de Oliveira opposed the law against carrying concealed weapons, because while in the capital certain articles were weapons, in the interior they were necessities. He moved that the minister of justice be invited to attend at the debate. The public lands bill passed second reading, the minority declaring that, in view of the hasty closing of the debate, it would take no farther part therein. The discussion of the concealed weapons law was resumed and Deputy Coelho de Campos favored the project while dissenting from some of its clauses.

September 28.—In the Senate Sr. Correia made a violent attack on the proposed credit for 3,764,000\$ for works executed on the extension of the Recife and S. Francisco railway, declaring that funds should have been asked for as required, and not this enormous sum allowed to accumulate. In 1883-84 the deficit was 338,500\$ and in 1884-85 the sum due the contractor was 2,746,000\$. The minister of agriculture said the credit was necessary, or the contractors would be ruined by their confidence in the consent of the government as to the continuance of the works, but that steps had been taken to prevent a recurrence of this practice. Senator Saraiva defended liberal governments against the imputations of Sr. Correia. The contractor had agreed to receive payment as funds were voted, or upon completion of the work, and the government asked for this credit not from necessity, but from choice. Senator Soares Brandão asked the minister of finance what was the opinion of the government as to suspending the export duties on sugar, in view of the miserable position of this article. The minister declared himself an enemy to all export duties, but under existing circumstances they were indispensable. Senator Ottoni referred to knavery in the management of the emancipation fund, to the necessity of serious reforms to the 1885 law, to the amendment as to the disposition of the 5 per cent. surtax. Senator Dantas said it was impossible to improve the exchange value of the currency under existing circumstances; the minister proposed to devote the project of the stamp taxes to withdrawing currency, but this action would further aggravate the deficit. His opposition to the 5 per cent. surtax arises from his opposition to pecuniary indemnity to the slaveholder. In the Chamber, Deputy Araújo Gomes again attacked the Bahia Central Sugar Factories company. Deputies Candido de Oliveira and Affonso Celso claimed a victory for the opposition on the abattoir credit, which Deputy Rodrigo Silva denied. Deputy Affonso

* Traffic returns are for the calendar year 1885, except where otherwise expressed.

Penna combatted the payment to the Paraná railway. Various amendments to the public lands bills were proposed, but no action taken for want of a quorum. Deputy Carlos Peixoto defended the payment of interest to the Paraná railway.

September 29.—In the Senate Sr. Taunay inquired after a civil registry bill that had been passed in the Chamber in 1875 and had been shelved in the Senate. The senator was much interrupted by satirical remarks. After some observations in answer by Senator Leão Velloso, Sr. Taunay withdrew the inquiry. The credit to pay the contractor for works on the extension of the Recife and S. Francisco railway finally passed. Senator Leão Velloso made an extremely weak defense of flogging, saying that Brazil was not the only civilized nation where this punishment was in force. England flogged garroters, etc. He agreed that flogging slaves might be abolished, but opposed the entire revocation of the 1835 law, which was passed to protect masters, their families and overseers. He finally declared his unbelief in the system of parliaments. Senators Cruz Machado, Ignacio Martins, Silveira da Mota and the premier also spoke on the bill to abolish flogging. After some remarks by Senators Martinho Campos and José Bonifácio, the minister of finance is reported to have said (the official journal does not publish it) in his speech that the bill furnished certain advantages to charitable institutions, it was not proposed to abolish them, but that these institutions must prepare for a change, for lottery gambling must be done away with. He insisted upon the superabundance of currency and the necessity of its withdrawal. The summary of the minister's speech is so meagre as to be virtually useless. Senator Dantas again combatted the withdrawal of currency and said that before this could be done the financial position must be mended. In the Chamber there was no session.

September 30.—In the Senate the premier denied in reply to a question from Senator Ayala that the president of Rio Grande do Sul had refused to publish an *aviso* from the war department. After four years repose in the committee portfolios two reports on civil registry were dug out, but one on the secularization of cemeteries is missing. After Senator Silveira da Mota had made some remarks to prove that the government amendment to the bill abolishing the flogging of slaves was of an abolitionist tendency, the bill as amended passed second reading. Senator José Bonifácio attacked and opposed nearly all the projects of the minister of finance. His speech is not published in full. The minister defended his ideas and Sr. José Bonifácio replied. In the Chamber the bill authorizing the municipal chamber to raise 125,000\$ for works at the abattoir passed. Deputy Afonso Celso opposed the proposed payment of interest to the Paraná railway and Deputy Costa Pereira spoke on the public lands bill.

October 1.—In the Senate the bill abolishing the flogging of slaves passed. Senator Silveira Martins defended his action, when minister of finance, in issuing currency and criticized the projects of the minister, who replied. Senator Martinho Campos attacked the protective policy of the minister and the duty on salt. He considers import duties excessive and ridiculed the so called "national industry." The minister denied that he was a protectionist and while not calling upon the opposition for support on minor economies, considered this should be afforded to a great scheme of financial reforms. Senator José Bonifácio returned to the charge on the loans, treasury bills, etc., and the minister again spoke in reply. Senator José Bonifácio replied to the latter, but neither of his speeches are published in the official journal. In the Chamber, after a considerable debate on certain amendments by the Senate to the department of empire budget, these were all passed. The bill fixing the general expenses of the empire for 1886-87, as amended in the Senate, also passed. Deputies Cantão and Cesário Alvim spoke on the public lands bill.

October 2.—In the Senate the session was occupied in discussing the budget clauses. Senators José Bonifácio and Silveira Martins attacking the minister, who replied in defense. In the Chamber there was no quorum.

—Senator José Bonifácio on the 25th said the Banco União de Crédito had proposed to take 30,000,000\$ of the late 5 per cent. loan at 93 per cent. This offer from a bank with a nominal capital of 2,000,000\$ and a paid-up capital of 200,000\$ is proof enough that either the success of the loan was guaranteed, or that the managers of the bank possess rare audacity.

—The following were the principal amendments passed in the Senate to the bill fixing the expenditure of the department of agriculture:

To strike out the salary for a technical assistant to the minister;

To increase to 1,000,000\$ the appropriation for D. Pedro II railway extensions to Itaboraí and Sabará;

To strike out the words under Decree No. 9,415 dated April 18th 1885;

And Senator José Bonifácio's amendments which we have already published.

—From the minister of agriculture's reply to Senator Correia on the 28th, it appears that the credit asked for paying the contractor for the Recife and S. Francisco railway became necessary, because under the contract works might be carried on in one fiscal year, even when the appropriation was exhausted, and paid for under the appropriation of the next year.

—The credit for 125,000\$ for works at the abattoir when passing the Chamber authorized the government to lend this sum to the municipality. The Senate amends the law so thoroughly that it goes back to the Chamber as an authority for the municipality to borrow this sum.

—Another prorogation of the General Assembly was decreed on the 2nd instant—this time to the 12th.

PROVINCIAL NOTES

—Capivary, São Paulo, is to have a cotton factory; at least the *Diário de Santos* says several gentlemen have proposed to mount one.

—Blumenau, Sta. Catharina, has two aldermen who neither speak nor understand Portuguese. The president of the province says there is nothing to prevent their assuming office.

—According to the *Diário Mercantil* of S. Paulo, Campinas is the victim of a terrible drought. For a long time little or no rain has fallen, and the inhabitants are beginning to get into a state.

—The *Diário Popular* charges that there has been great irregularity in the distribution of blank forms for the São Paulo census. In some streets of the city not a single paper has been seen.

—The Swedish brig *Iduna* cleared from Victoria, Espírito Santo, for New York on the 24th ult. with 4,340 bags of coffee, and the Norwegian bark *Ellida* for Trieste on the 25th with 4,828 bags.

—The September receipts of the Santos custom house were 824,058\$863, against 536,156\$399 in the same month of last year. The *mesa de rendas* receipts were 198,252\$301, against 104,582\$893 last year.

—Two Pelotas doctors, it is said, are going to fight a duel, in order to decide the merits of a dispute over a surgical operation. We are afraid that the public has little to hope for from such an encounter.

—A telegram published here on the 30th ult. says the police surrounded a gambling house in Victoria, Espírito Santo, and captured an ex-deputy, the municipal judge, many public employes, etc. Good for the police!

—The Sertorio Museum of S. Paulo is on the high road to celebrity. The travelling collector of that institution has telegraphed from Jundiaí that he has obtained a bed once occupied by Padre Feijó, and three chairs that belonged to Padre Galvão.

—The Pernambuco cotton dealers have resolved to reduce the difference between first, medium and second qualities to 500 reis per 15 kilos. The difference in prices heretofore ruling has been 18000, which was established when cotton commanded much higher prices.

—According to the *Correio Paulistano*, there is a 12-year-old girl at Capapava, São Paulo, who is something of a magician in her way. She can turn herself into any kind of an animal, bird or insect at will; she can go through a keyhole; and she can transport herself to any part of the world in an instant. A very inconvenient girl, surely!

—The people of São Paulo are complaining of the delays and lack of attention in the telephone service of that city. Until Brazilians learn that "time is money" and that prompt attention is a duty for white men as well as slaves, all such public services as the telephone, postoffice, etc., will be subject to these annoying delays.

—On the 26th ult. the *Correio Paulistano* gave a statistical table showing the increase of customs receipts in August over the preceding month of July in Santos, Bahia, Pernambuco and Pará, the aggregate increase in the four being 428,634\$746. Nothing was said of the Rio custom house, however, where there was a decrease of 186,424\$602.

—A recent fire at "Laranjeira Azeite," one of the fazendas of the Conde de Tres Rios, destroyed property to the amount of 80 contos de reis (\$35,000). The Conde very philosophically consoles himself by saying it might have been much worse; that the whole place might have been burned by the "impious flames," in which case his loss would have been ten times as great.

—We fear that the São Paulo census will be somewhat defective. From an announcement in a São Paulo exchange, it appears that the census-taker in one of the city parishes requires the people to bring their reports around to his residence. That is certainly an innovation in census taking, and will probably secure returns for about 25 per cent. of the population.

—The business classes of Santos, São Paulo, are complaining bitterly of the postal service in that province. And there seems to be abundant reason for it, for the service is simply abominable. It takes from five to seven days to carry a letter from Rio to Campinas, though a passenger can go in a day and a half. In the central office at São Paulo, the principal idea seems to be to kill time doing nothing.

—A conservative paper published at Cuyahá, Matto Grosso, says that a gentleman there had celebrated the anniversary of the ascension of the conservative party. The celebration was novel; his wife presenting him with an addition to his family. Mother and child are both doing well. João Mauricio Francisco Antonio Leitão da Cunha Ribeiro da Luz Chaves McDowell da Costa Andrade should be the baptismal names bestowed on this latest addition to the party of order.

—Five prisoners escaped from the Barbacena jail on the night of the 24th ult.

—The planters about Itatiaia, São Paulo, are having their annual fright because the coffee trees are not blossoming as well-behaved coffee trees should. The same phenomenon is reported, too, from Araras and S. Carlos do Pinhal.

—A telegram from the Arroio dos Ratos coal mine, Rio Grande do Sul, on the 1st inst. announces that work was begun with the new machine for making *briquettes* [patent fuel] on the 28th ult. with good results. The first day's work showed a result of seven tons of *briquettes* per hour.

—Twenty lawyers of Ouro Preto, Minas Geraes, have signed a public agreement not to accept or advocate any cause which may be, directly or indirectly, contrary to the liberation of slaves. And the *Liberal Mineiro* declares that it will not accept advertisements of runaway slaves. Good for Ouro Preto! That is just the talk we like to hear!

—The revenue collector at Ouro Preto, Minas Geraes, has imposed a fine upon Joseph R. Partidge and the "Ouro Preto Gold Mines of Brazil, Limited" for the sale of the Passagem, Raposos, and other gold mines, without paying the tax on transfers. The fine is divided equally between the two parties, and payment is ordered before the 10th inst.

—The government is trying its old dodge with the Pernambuco defaulting treasurer. The restriction against his communication with others has been withdrawn, and he has been given 15 days to return the money. Of course if he or his friends return the money, then he will be set at liberty. For a defaulting official restitution is all the punishment the government cares to inflict.

—The debt of the province of Parahyba is stated to be:

Funded, at 9 per cent.	186,150\$
Interest on above.	180,697
Due for salaries.	124,147
Loan from Bank of Brazil.	400,000
Local debts.	21,933
	912,927\$

The fiscal year 1885 closed with a deficit of 41,370\$, receipts being 465,725\$ and expenses 507,095\$. The shipments of cotton and sugar, in bags, were:

	Cotton.	Sugar.
1883.	35,838	203,428
1884.	22,330	131,668
1885.	22,989	86,605

RAILROAD NOTES

—The June traffic of the Great Western of Brazil left a deficit of 6,397\$840. Receipts were 15,340\$590; expenses 21,738\$430.

—The August traffic receipts of the Macaé and Campos railway were 120,043\$950, of which 16,566\$500 from passengers and 93,091\$870 from goods.

—The June traffic receipts of the Rio Claro railway were 35,900\$483, and expenses 17,895\$385. The fiscal engineer's report has no date, but is published on September 29th!

—The traffic receipts of the Recife and S. Francisco (English) railway for the first half of the current year were 498,505\$126 and expenses 345,817\$379; balance 152,687\$747.

—On the 23th ult. the new time table of the Cantagallo railway went into effect, and it is reported that season tickets are to be sold this season between Rio and Nova Friburgo with considerable reductions on regular rates.

—A local paper of Bataias, São Paulo, says that the official inauguration of the Mogiana line to that place will take place at the end of October, the Emperor to be present on that occasion. Regular traffic from Ribeirão Preto to Bataias will be begun on November 1st.

—The total receipts of the Mogiana (trunk) line during the first six months of the current year were 638,803\$790, and the expenditures 308,483\$960, leaving a surplus of 330,399\$830, from which a dividend of 12% per annum has been declared. The receipts of the Ribeirão Preto extension were 187,050\$640 and expenditures 94,176\$368, leaving a surplus of 92,874\$272. The dividend on this part will be 7%.

—An extract from the report of the Southern Brazilian Rio Grande do Sul railway up to June 30th last states that the capital was 1,674,684, or 600,000 in shares, 885,476 in 6 per cent. debentures and 189,208 in debentures to meet the claims of the French company from which the line was taken over. The total revenue for the year was 770,697, and working expenses were 760,021, adding to this 19,914 general expenses a balance remains of 7762. A dividend at the rate of 7 per cent. per annum was recommended.

LOCAL NOTES

—The new ironclad *Riachuelo* is to be investigated.

—Late telegrams from Uruguay announce the contemplated resignation of Dictator Santos.

—The minister of agriculture has charged the treasury agency in London with the purchase of 200 kilos of "spring wheat."

—If Gen. Santos looked anything like that picture in the *Diário de Notícias* of the 37th ult. the pity is Ortiz did not kill him on the spot.

—A man recently died in Minas Geraes aged 110 years. Now you see what two good square meals a day can do. If he had had three, perhaps he would have reached 150.

—The United States corvette *Juanita*, Commander G. T. Davis, is now on her way out to join the South Atlantic squadron. She left New York August 7th.

—The municipal chamber is after the new gas company also. The Most Illustrious tells the company that the pavement must not be torn up without its permission.

—Acting Rear Admiral Daniel L. Braine, United States Navy, has been assigned to the command of the South Atlantic squadron, and left New York on the 11th ult. for this city.

—A recent parliamentary report states that in 1885 Brazil furnished England with 421,427 in gold and 75,889 in silver. In the same period the latter shipped the former in coin and bullion 192,240.

—Mr. Ladislao Netto, director of the national museum, has secured something very like a whale—that is, its skeleton is to be mounted at the museum. It came ashore not long ago on the beach at Paraty, in this province.

—We have been asked to explain what a *mus-wump* is? The word is derived from the Greek and signifies, "the who, entering for a prize, has been defeated." It was bestowed upon unsuccessful competitors in the Olympic games.

—Who in the world is employed to draw up the by-laws of our various joint-stock companies? Hardly a day passes that meetings are not called to reform them, and it would appear that carelessness in their original preparation must be the cause.

—The new gas company is encountering difficulties at every step. The theatre managers are resisting the requirement that they shall deposit in advance the estimated cost of a week's consumption, and the press is applauding their opposition.

—The business of procuring concessions from the public departments has been known for the last ten years to speculators, but it appears that the legislators are only just finding it out. And yet how many of them may not have better filled pockets to-day through its agency!

—We are nearly inconsolable. The director of the Mint sent nearly every one of our colleagues 350 rs. in nickels and quite overlooked our modest sanctum. We should like to have it understood that specimens of home-made nickels and stamps are always acceptable.

—Sr. Angusto da Fonseca, well known to most of our readers and for many years employed by Messrs. E. P. Wilson & Co. and Wilson Sons & Co., died suddenly in this city of congestion of the lungs on the 26th ult. His untimely death is sincerely deplored by a wide circle of friends.

—Now, it is perfectly well known that the fiscal guards of the municipality are about the worst paid of any of our *empregados publicos* and the local press does not hesitate to say that certain irregularities exist. The *guardas*, however, scraped together sufficient of the wherewithal to present the president of the municipal chamber with a "rich doctor's ring" on the 23rd, his birthday.

—O Puz wants to know how letters were closed before envelopes were discovered, and replies with a chronological table. We think we have heard somewhere, that once a letter was written with red hot iron on the bald scalp of a slave and then his hair allowed to grow before the epistle was sent to its destination. The inconvenience of this form of envelope consisted in the necessary presence of a *coiffeur* before the contents of the communication could be appreciated.

—The *Gazeta de Notícias* of the 2nd inst. calls the attention of the authorities to an incident which took place at the Uruguanana tram station on the night of the 30th ult.—a lady being most grossly insulted by a rascal, while standing at the corner in the company of two men. She sought protection from the police, but without success. What the "two men" were doing all this time does not appear, but it they had given the scoundrel a beating on the spot there would have been a better result obtained than will ever be had through an appeal to the police authorities.

—It is too bad that after that dinner and the mutual admiration, the daily press have been obliged to get after the new gas company. Perhaps the salad disagreed with them. The new-comers are being perfectly satisfied as to the salubrity of gas consumers, want payment in advance and it is reported the minister of agriculture has permitted monthly collections by the company. We consider this last a sensible move, for there will be less chance of the taker of a house being confronted with a three months gas bill of the former occupant, than has hitherto been the case.

27 Havre Fr sur Ville de Rio de Janeiro..... 1,5

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[illegible]

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